

COMMENDING OSHA, REGION 5
AND THE OHIO VALLEY CHAPTER
OF ASSOCIATED BUILDERS
AND CONTRACTORS

HON. JOHN A. BOEHNER

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 29, 2000

Mr. BOEHNER. Mr. Speaker, as we move into the 21st century it is crucial for us to re-examine our work place laws to enhance cooperation between Federal and State regulators and employers and employees. For our economy to remain strong in the global marketplace we must encourage this participation between Federal regulators and employers and employees to ensure compliance and understanding of safety and health standards.

I want to commend the foresight of the region 5, Occupational Safety and Health Administration and the Ohio Valley Chapter of Associated Builders and Contractors to form a partnership that recognizes the importance of safe and healthful work environments for the construction industry. Their cooperation is a model for promoting the shared strategies and objectives. Accordingly, I submit the Partnering Charter to be placed in the CONGRESSIONAL RECORD.

PARTNERING CHARTER BETWEEN THE UNITED STATES DEPARTMENT OF LABOR OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION, REGION 5, CINCINNATI AREA OFFICE AND THE ASSOCIATED BUILDERS AND CONTRACTORS, INC., OHIO VALLEY CHAPTER

The United States Department of Labor Occupational Safety and Health Administration (OSHA) and the Associated Builders and Contractors, Inc., Ohio Valley Chapter (ABC) mutually recognize the importance of providing a safe and healthful work environment for the Nation's construction workforce. To advance our mutual goal, we strongly agree on the need to develop a working relationship that fosters mutual trust and respect for each organization's respective role in the construction safety process. We recognize and embrace the responsibilities inherent in those roles. We are committed to work as partners to achieve construction workplace safety through the following shared strategies and objectives:

1. Implement continuing and open communication policy between OSHA and ABC at all area, regional, chapter and national levels, in a manner that encourages respect and understanding.
2. Share knowledge of the best industry technology, innovations and work practices that improve jobsite safety and health performance.
3. Cooperate in the development and continuous improvement of safety training programs for the construction industry and OSHA personnel.
4. Promote recognition for construction safety excellence throughout the industry at every opportunity.
5. Ensure that enforcement policies and practices are effective, consistent and fair.
6. Promote principles of good faith and fair dealings as the foundation of our relationships.
7. Recognize and honor the Safety Partnership STEP Platinum Incentive Program for a period of three years.
8. Recognize that either party to the partnership may withdraw from the agreement

EXTENSIONS OF REMARKS

at any time after submitting written notification of intent to the other partner.

Agreed this day, February 11, 2000: Michael G. Connors, Regional Administrator, U.S. Department of Labor OSHA, Region V, Chicago; William M. Murphy, Area Director, U.S. Department of Labor OSHA, Cincinnati Area Office; Kathleen L. Somers, CAE, Executive Director, Associated Builders & Contractors, Inc., Ohio Valley Chapter; Dennis Nutley, President, Associated Builders & Contractors, Inc., Ohio Valley Chapter.

FREEDOM FROM UNFAIR ENERGY
LEVY ACT

HON. F. JAMES SENSENBRENNER, JR.

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 29, 2000

Mr. SENSENBRENNER. Mr. Speaker, today I am introducing legislation, the Freedom from Unfair Energy Levy Act or "FUEL Act," to alleviate the impact of current high fuel prices. My legislation would place a six-month moratorium on federal motor fuel excise taxes, including the 18.3 cent per gallon tax consumers pay for gasoline and the 24.3 cent per gallon tax on diesel fuel, and eliminate permanently the 4.3 cents per gallon tax increase approved in 1993.

The need for this legislation is evident. Crude oil prices have more than doubled in the past 12 months, resulting in the largest gas price increase in history. In 1993, when fuel prices were low, Democrats in Congress, President Clinton, and a tie-breaking vote by Vice President GORE combined to increase federal fuel taxes. Now that prices are high and consumers are feeling the pinch, shouldn't we reduce federal fuel taxes?

Some have argued that money from fuel taxes is more useful in Washington than in Americans' pockets, helping motorists afford the high price of gasoline. In reality, the economic damage caused by high fuel prices far outweighs any impact on federal spending that a six-month moratorium could cause. High fuel prices have the potential to bring our strong economy to a grinding halt. In the 1970s, when the retail price of gasoline doubled, the U.S. was hit with double digit inflation and unemployment rose to over eight percent. Oil prices dropped precipitously in the '80s and the U.S. economy greatly improved, but, with the crisis in the Persian Gulf in 1990 and 1991, retail prices of gasoline increased nearly 20 cents per gallon. Predictably, this price hike corresponded with a recession and a rise in unemployment to over seven percent. Congress must work to reduce fuel costs if similar economic dislocation is to be avoided.

This record-breaking increase in the cost of gasoline follows a string of misguided Clinton-Gore Administration energy policies. Besides supporting the 1993 increase in the gas tax, the Administration also locked up the cleanest burning coal in the lower 48 states, which could be used to meet America's heating and electricity needs, by designating massive amounts of land in Utah as a National Monument. Further, the Administration has done nothing to increase U.S. oil production. As a result of the Administration's policies, domestic

oil production is at its lowest point since before World War II.

With the onset of rising oil prices, the Clinton Administration has had the opportunity to reconsider its energy policies. However, the Administration's response to the growing national problem of rising oil prices has been to target aid to one region, the Northeast, and to only one group of people, those receiving federal energy subsidies for home heating oil. Other fuel users, including truckers, farmers, and family drivers, are realizing no benefits from the Administration's actions. In contrast, a moratorium on the collection of the federal fuel tax would provide immediate assistance to every American who now bears the burden of rising fuel costs.

The Fuel Act's six-month moratorium on transportation excise taxes and permanent elimination of the 4.3 cent increase will immediately help Americans weather the current oil price storm that is directly impacting their daily lives. I urge my colleagues to support this important legislation.

RURAL BROADBAND
ENHANCEMENT ACT

HON. EARL POMEROY

OF NORTH DAKOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 29, 2000

Mr. POMEROY. Mr. Speaker, I am proud to join Representative STUPAK today as an original cosponsor of the Rural Broadband Enhancement Act (RBEA). This legislation will ensure rural America not be by-passed as high speed Internet access spreads across the urban areas of our nation.

The Rural Broadband Enhancement Act will authorize \$3 billion in low-interest loans over the next five years to finance the construction of the needed broadband infrastructure in rural communities. These loans would be repayable over 30 years at two percent interest. The program would be administered through the Department of Agriculture's Rural Utility Service, and is considered company neutral and technology neutral, so that entities from regional Bells to rural cooperatives to cable or satellite companies would be able to serve these communities with the best suited technology. The Rural Broadband Enhancement Act is modeled on the Rural Electrification Act which helped light up America when it was enacted more than 60 years ago.

We are all well aware that the Internet is now more than just a source of entertainment. Today people use the Internet to access a variety of information, from how to buy a car to the latest trends in the stock market to researching job opportunities or accessing college applications. The Internet is virtually limitless in the variety of information available, and for rural communities, broadband capability has the potential to provide an unprecedented opportunity to overcome the traditional geographic disadvantages.

Access to advanced telecommunications services will be an important component to further economic development opportunities in rural America. High-speed Internet is rapidly transforming every facet of business and industry. Economic opportunities will migrate to